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LOTS IN KING STREET TRACT, from \$1,400 to \$1,250 a lot, formerly known as G. N. Wilcox's premises.

TWENTY LOTS IN MANOA **FALLEY**, formerly Montano's Tract, \$2,500 a lot.

FOUR HUNDRED LOTS IN KAIULANI TRACT, from \$200 to \$250 a lot.

FIFTY LOTS IN KEKIO Kapiolani Estate, Ltd. TRACT, opposite Makee Island \$600 a lot.

ONE HUNDRED LOTS IN KAPIOLANI TRACT, at \$500 a lot.

Etc., Etc.

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The following desirable properties upen moderate terms:

1-2 brand new and modern cottages on Beretania street west of Pilkol 3-Cottage on South street near Queen

4-2 Cottages on Chamberlain street near Queen street. 5-Store in Orpheum block on Fort

6-Land of the area of one acre, situated on the corner of South and Halekasila streets, and suitable for storage purposes, or for a building site for warehouses or factory.

7-Building site at Kamoililli, fronting on proposed extension of Rapid Transit to Kaimuki, area one acre. 8-Three building lots on Kaaihee avenue and epposite the Experimental Station at Makiki.

9-Taro land at Manoa and Pauoa. 18-Rice land at Aiea, Ewa.

Also other lands suitable for agriculturel and other purposes in different parts of this island.

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If money is an object to you, come per cent. and see us. We will tell you in advance exactly what your work will cost. No charge for examination,
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EAGLE

Fort St., Oppesite Star Block.

Tel. White 2362.

of that part of the State. Advanced Pilot Fa es

and 2 cents per ton on the registered net tonnage of all vessels. 'The Washington rate is \$8 per foot draft on vessels drawing not more than 12 feet and over 12. The Washington rate will be Gold Fillings 1 00 effective when the new pilot boats go Silver Fillings 50 into service. This increase is about 40

Pearl Barbor Dredging.

It is expected that advices will be received from San Francisco on the O. and O. S. S. Coptic as to whether Messrs. Clark and Henry have been able to make arrangements with the government to have the work they abandoned on the dredging of the Pearl Harbor bar continued by the local dredging companies. The Stockton firms' dredging appliances are still moored near the new Hackfeld wharf but everyone who has been employed by the firm has been discharged.

Work on the Oil Hulk.

viously simply rushed into the vessel.

Admiral Merry's Departure.

Plans are on foot to give Admiral his departure for the coast per the Alameda which sails at noon today. A big

Mysterious I oings at Siberis.

There have been a good many guess-



CAPTAIN BROWN MAY BE FINED

Herman Here Without Manifest.

authorities.

be fined \$100 for failing to produce a shoot of hers."

Sea Going Naval Officers.

According to the Army and Navy Journal, the Bureau of Navigation has compiled for the information of the Secretary of the Navy some interesting age to the wharf was only trifling. data making comparisons between the tonnage and the number of sea-going officers in the navy in 1893 and the number of officers in the navy at the present time. The memoranda show that in 1893 there were 965 sea-going officers and that the navy had a total tonnage for vessels in the service, under construction or authorized for construction, of 244,843. That is to say, there was one sea-going officer for every two hundred and fifty-four tons of displacement. At the present time, July 1, 1902, there are 1023 sea-going officers in the navy, but the navy has a total tonnage in vessels, under construction, authorized and completed, of 827,022. This gives one sea-going officer to every 806 tons displacement. As these figures will show, the navy during the past nine years, has only been increased by fifty-eight sea-going officers, while it has undergone an increase in its floating strength of 582,179 tons. In 1893 there were 556 officers at sea and 409 on shore service. At the present time there are 720 officers at sea and 303 ashore.

Union Oil Con's New Wharves.

The Union Oil Company, which is make San Diego a port of call and will also build there wharves and storage tle, tanks. The former will be used for loading steamers for the north or south and will be large enough to take any steamers that can come inside the bay of San Diego. Most of the oil that will go to the tanks there will be from the Fullerton and Whittier fields, This is the first extensive preparation for fession. Have your dental work attended loading tank steamers that has been made south of Ventura, and marks a new place in the oil shipping business

> ASTORIA, Ore., July 24.-The advent of the new Washington State pilot schooners at the mouth of the Columbia river will result in an advance in pilotage rates. The Oregon rate, which is now in effect, is \$5 per foot draft

The old Hawaiian war vessel Kaimiloa is still on the Marine Railway undergoing the repairs which are necessary to keep her affoat as an oil hulk. All the heavy copper sheathing has been ripped off her hull, the hull caulked and painted, and she will soon be ready to go into the water again. It was necessary to repair several large holes through which that water had pre-

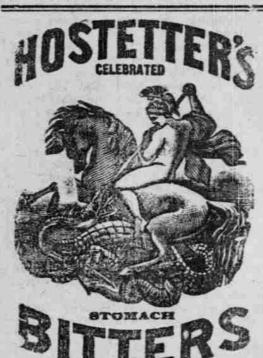
Merry, late commandant of the Hawaii crowd will probably assemble at the wharf, including the officers of the Naval Station as the Admiral has made many friends here and his departure is generally regretted.

es as to what the U. S. S. San Fran-

cisco, Capt. Asa Walker, U. S. N., commanding, was doing during her recent cruise on the West Coast of Africa. One of the most interesting is contained in the following extract from the Liberia Recorder, published at Alleged to Have Brought Schooner Monrovia, May 24: "The Frisco is still here, and from the amount of surveying, boring, sounding, etc., that the American jacks are about, we would not be surprised if a coaling station, Indications point to a clash between breakwater or something of the kind Collector of Customs Stackable and is the result, the significance of which. Captain Brown of the treasure-seeking in all probability, would be far reachschooner Herman. The vessel is alleg- ing in its results. The people of this ed to have left San Francisco without republic would most undoubtedly hail clearance papers, and to have arrived with delight any effort on the part of here without any manifest, and it is the American government, which also said that her master failed to file means a nearer approach toward this any list of passengers with the customs government, which is a right which the Liberians seem perfectly willing to ac-If these allegations are true, and the cede to the United States government. officers of the Herman refuse to either We trust, therefore, as the United deny or affirm them, the vessel may be States government is enjoying perfect heavily fined by Collector Stackable. tranquility at home she will address Collector Stackable yesterday looked herself more earnestly and directly tointo the matter and is said to have de- ward this republic whose government cided that the Herman's master could is modelled after her own, being an off-

Accident to the Nilhau

The steamer Nilhau, in steaming up to Brewer's wharf on Tuesday morning, and by colliding slightly with the wharf had a hole stove in her bow. This was easily repaired and the dam-



This wonderful medicine has never been equalled as a stomach strengthener and health builder. It is the only one to take when your system is weak and run down and you suffer from DYSPEPSIA, INDIGESTION, CON-STIPATION, FLATULENCY, SOUR erecting storage tanks in the Hawaiian STOMACH OR HEADACHE. TRY IT. Islands for fuel oil, has decided to IT will surely do you good. Be sure to get the genuine, with our PRIVATE DIE STAMP over the neck of the bot-

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SOLD EVERYWHERE.



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WORK IN THE THIRD RANK. Members of Oahu No. 1 and Mystic No. 2 and all sojourning brothers are invited to attend. B. S. GREGORY,

K. of R. & S. 25 Head of Fine Young

about July 31, 1902.

(Average about 1100 lbs.). To arrive

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